

State of California
Business, Transportation and Housing Agency
Department of Transportation

ENVIRONMENTAL MATTERS
Approval of Project for
Consideration of Funding
07-LA 405 PM 21.3/26.4
Action Item

Prepared By:
Gary Winters
Chief
Division of Environmental Analysis
(916) 653-7466

CTC Meeting: February 28, 2002

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Original Signed by

ROBERT L. GARCIA
Chief Financial Officer
February 1, 2002

**APPROVAL OF PROJECT FOR CONSIDERATION OF FUNDING (ADDENDUM TO
NEGATIVE DECLARATION/ENVIRONMENTAL REEVALUATION TO FINDING OF NO
SIGNIFICANT IMPACT) – I-405/ROUTE 90, LOS ANGELES COUNTY, PROPOSAL TO ADD
NORTHBOUND AND SOUTHBOUND HIGH OCCUPANCY VEHICLE LANES**

SUMMARY AND CONCLUSIONS

The Department is requesting approval of the attached Resolution for consideration of funding for the following project for which a Negative Declaration/Finding of No Significant Impact has been completed. The project is on Interstate 405 in Los Angeles County, and proposes the addition of High Occupancy Vehicle (HOV) lanes in both the northbound and southbound directions from Interstate 105 to State Route 90.

The total cost of the project is estimated to be \$34.8 million (\$31.4 million capital and \$3.4 million support). The project is fully programmed with funding from four different sources. The project is currently programmed in the 2000 State Transportation Improvement Program (STIP) for \$3.3 million in capital and \$3.4 million in support. The Los Angeles County Proposition C is contributing \$25.3 million, there is \$2.1 million from the retrofit soundwall program and \$0.2 million of the local Congestion Management and Air Quality (CMAQ) funding. The remaining \$0.5 million needed to cover the right of way cost increase will come from the Los Angeles County STIP Share Balance.

The Negative Declaration and a recently approved Addendum to the Negative Declaration have been transmitted to Commission staff.

The Department has approved the project for construction. This approval and the resulting filing of the Notice of Determination with the Office of Planning and Research will satisfy the environmental requirements for this stage of the project planning process.

RECOMMENDATION

The Department recommends that the California Transportation Commission, as a responsible agency, approve the attached Resolution E-02-24.

BACKGROUND

The proposed project results in some impacts based on changes to the design and environmental setting, but none of these impacts result in significant effects.

An Initial Study/Environmental Assessment leading to a Negative Declaration/Finding of No Significant Impact was prepared in 1989/1990. In 1993, there were project changes and therefore an Environmental Reevaluation was completed (no significant impacts resulted, thus the preparation of an Environmental Reevaluation). The Reevaluation was never signed by FHWA and the project was stalled due to funding. In January 2001, another Reevaluation was prepared to document the design changes. This document was completed and signed by both Caltrans and FHWA, but because it met the NEPA Guidelines only and not the CEQA Guidelines, another Addendum/Environmental Reevaluation was prepared and signed in January 2002.

None of the impacts resulting from this project, as documented in the recent Addendum/Environmental Reevaluation, are considered substantial or significant according to NEPA and CEQA. Only “minor technical changes or additions” occurred. Therefore, the appropriate documentation is an Addendum to the Negative Declaration, not a Subsequent Negative Declaration. Project impacts are:

Hazardous Waste Impacts: This project will not create a public hazard, emit hazardous emissions, be located on a hazardous site, result in safety hazards, or impair emergency response plans. The lead-contaminated soil will be properly disposed of according to the variance issued to Caltrans by the Department of Toxic Substances Control. Worker safety provisions will be required when conducting work.

Air Quality Impacts: This project will have no adverse impacts on air quality and therefore there are no significant effects resulting from this project.

Noise Impacts: This project will result in an increase of noise by 1-5 decibels. According to the Traffic Noise Protocol (1998), a noise increase is substantial when the predicted noise levels with the project exceed existing noise levels by 12 dBA. Since the increase in noise is only 1-5 dBA, there will be no substantial noise increase resulting from this project. Even still, soundwalls are proposed at various locations where it is deemed reasonable and feasible.

Housing Impacts: A total of eight (8) parcels will be permanently impacted from this project, and 34 will be temporarily impacted. For the permanent impacts, four (4) parcels will be partially acquired, and the other four (4) parcels would require permanent tieback easements. According to the demographic research, over 250,000 people live in the eight zip code regions along the project corridor. Partially acquiring four (4) parcels and requiring tieback easements for the other four parcels would not be considered substantial when looking at the context of the region as a whole, and the intensity of the impacts, which are either partial acquisitions (not full), or tieback easements. Temporary construction easements are not considered significant in that they are temporary in nature.

Cultural Resources: None of the properties associated with the proposed undertaking were found to be historically significant. In addition, archaeological studies did not find an archaeological site within the project limits. Even so, an archaeological monitor will be present during construction in case archaeological materials are unearthed. Based on these findings and precautionary measures, no significant effects to cultural resources will result from this project.

Construction-related Impacts: Best Management Practices will be employed to ensure that no significant impacts will result from construction. This includes measures to minimize noise disruptions as well as decrease air quality impacts. In addition, a Traffic Management Plan (TMP) will be implemented to minimize traffic delays due to construction.

Cumulative Impacts: There are no significant impacts resulting from cumulative impacts. The HOV lanes do not induce growth, rather they reduce congestion. The addition of soundwalls will reduce any cumulative noise impacts. There will be no adverse impacts to air quality. And finally, a TMP will alleviate cumulative congestion impacts resulting from other construction projects in the area.

Attachment

February 28, 2002

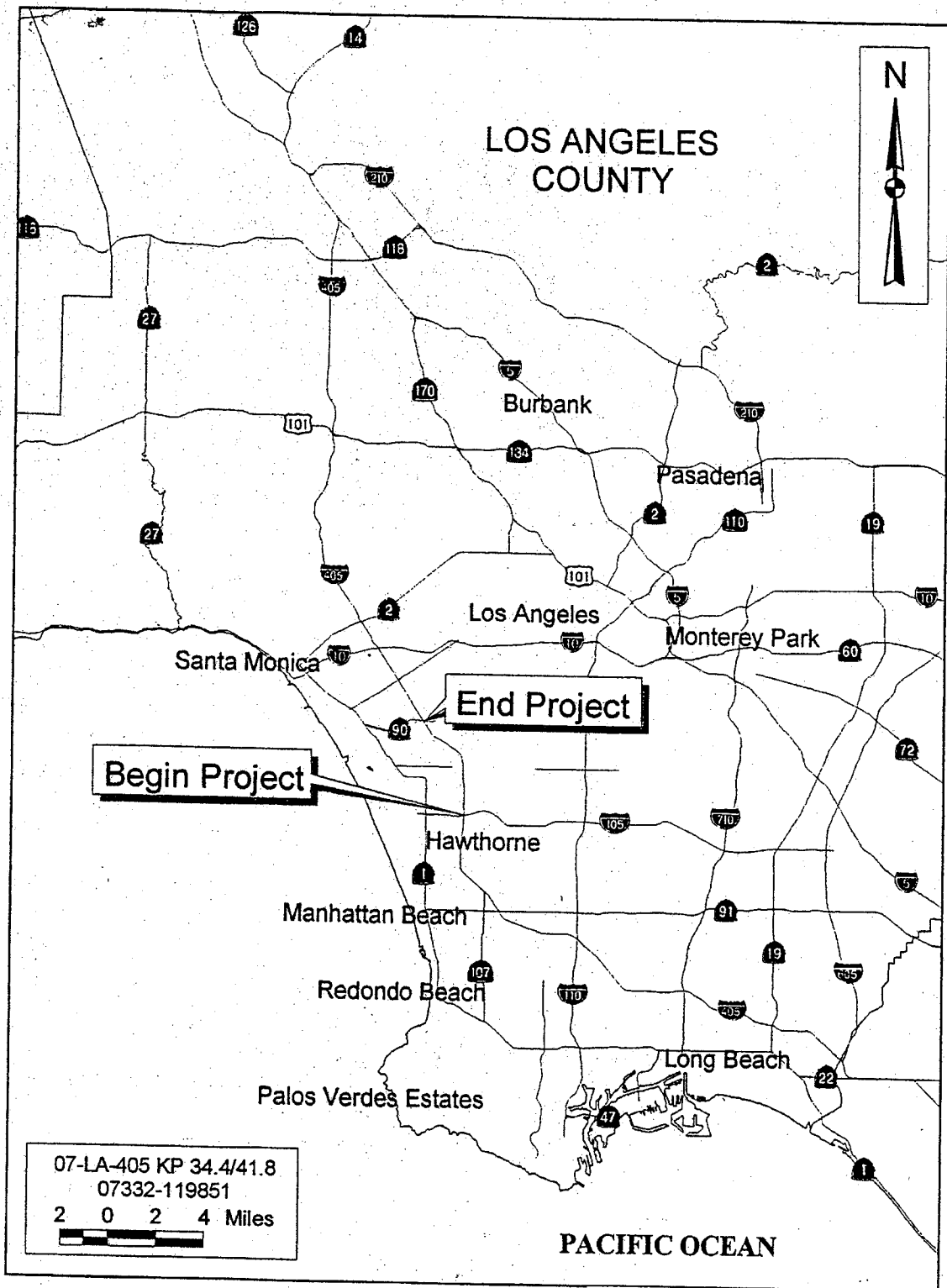
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CALIFORNIA TRANSPORTATION COMMISSION

**Resolution For Consideration of Funding
07-LA-405 PM 21.3/26.4**

Resolution E-02-24

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration in compliance with the California Environmental Quality Act, the CEQA Guidelines, and the California Transportation Commission Environmental Regulations for the following project:
 - Interstate 405/Route 90, Los Angeles County, proposed High Occupancy Vehicle lane in both the northbound and southbound directions of Interstate 405.
- 1.2 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.3 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project for consideration of funding.



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